Meghalaya. At the same time, other factors also should be taken into consideration. That is why we are waiting for the remarks and the clearance from the Ministry of Home Affairs and the Ministry of External Affairs. We will take into account all these factors.

*245. [The Questioners (Shri Kapil Sibal and Dr. D. Masthan) were absent. For answer vide page 30 infra.]

*246 [The Questioner (Shri P. Prabhakar Reddy) was absent. For answer vide page 31 infra.]

MR. CHAIRMAN: Question No. 247.

Substitution of conventional Materials in Automobiles

*247. SHRI PARMESHWAR KUMAR AGARWALLA: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether it is a fact that Government propose to constitute a study group to implement substitution of conventional materials like iron, wood with aluminium in automobiles;

(b) if so, what are details of the proposal;

(c) whether any research has been conducted on the substitution by aluminium in automobile industry; and

(d) if so, the findings thereof?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI MANOHAR JOSHI): (a) to (d) A statement is laid on the Table of the House.

STATEMENT

(a) to (d) A sub group constituted in 1997 by the Ministry of Surface Transport had recommended against the use of wood in the construction of cabin and bodies of carriage vehicles. The group had recommended, instead, that these structures should be fabricated with metal endued with requisite impact strength, should be rust proof, and of low weight.

There is no proposal to constitute a study group to implement substitution of materials in automotive construction. These are development activities undertaken by the Industry and Research Institutions as a continuing exercise Internationally there is a move to use more and more aluminium or its alloy,

composite materials and plastics in automotive industry applications relating to the body, engine block, cylinder heads, fuel and water pumps, radiators, wheel rims and other ancillary parts.

SHRI PARMESHWAR KUMAR AGARWALLA: Sir, the Minister has replied in regard to part (c) of my question that there is no proposal to constitute a study group to implement substitution of materials in automotive construction. My point is this. A large number of people are travelling by buses all over the country. In view of the threat from the ISI and the terrorist activities taking place, and also in view of the fact that we see accidents taking place and so many people being killed every day, would the Government try to find out any other substitute for aluminium so as to save the lives of people travelling by buses?

SHRI MANOHAR JOSHI: Sir, it has been mentioned in the statement that there is no necessity for appointing a sub-group. And this type of proposal was already examined by the Department of Road and Surface Transport. It was suggested, a number of times, that this issue was an absolutely important one. Therefore, different institutions have been doing some research work at their own levels. The different research institutes and the R & D Department of the Government of India have also been doing it. The names of the institutes which are doing this work are: The Automobile Institute of India, Pune, the Central Institute of Road Transportation, Pune and the Vehicle Research and Development Establishment, Ahmed Nagar. These are the institutes which are going into this particualr aspect. I agree with the hon. Member that it is necessary that materials like the iron and steel should be replaced. But, at the same time, the Government would not like to give any direction on this issue. It is for the people in the industry to do so. We can only give a suggestion. Therefore, there is no proposal for appointing a sub group, or, a study group.

SHRI PARMESHWAR KUMAR AGARWALLA: We have many institutions, but if we are not able to save the lives of the people, then, what is the use of these institutions? My point is that there is always a new type of threat, a new type of situation and a new type of problem. So, does the Government have any proposal to inquire from foreign experts about the design and the material used by them in their buses so that the lives of the people travelling by buses could be made more secure? Every day we see 30—40 people getting killed due to explosives, or, due to other terrorists activities. Now the point is, how to safeguard the lives of these people? What is there in

the mind of the Government? Is there any proposal to develop such a type of design whereby the lives of the people can be made secure?

SHRI MANOHAR JOSHI: Sir, it is true that all over the world, and in the international market of auto industry also, wood is going to be replaced. And the replacement of wood has already been started. Same is the case with India also. The replacement of wood by a number of other materials including aluminium has already started. I must say that engine blocks, cylinder heads, water pumps, radiators, big rims and other different types of ancilliary parts have already been replaced. Therefore, it is not that the Government has not taken note of this issue. The Government has taken note of it, and as per the recommendation of the sub-group which was appointed under the Chairmanship of the Deputy Director of Surface Transport and also under the Chairmanship of different Secretaries, it was decided that, as far as possible aluminium should be used. Particularly, for cabins and carriages, it is already being used. The hon. Member referred to the accidents and other things. There are a number of other reasons for that. They may be because of the law and order problem. At times, acidents may also take place due to the bad condition of roads.

SHRI SHANKAR ROY CHOWDHURY: Mr. Chairman, Sir, the question raised by the hon. Member and the reply given by the hon. Minister are on the same issue, but they are on different aspects. The hon. Member wishes to know whether the industry has been told to design vehicles which will safeguard passengers from sabotage and explosions. But the hon. Minister has mentioned the various materials to be used in automobiles which are being produced. Both are correct. The only thing which I would like to say, on a note of information, is that, regardless of what type of material will be used for future vehicles, in respect of the type of sabotage caused by internal explosion inside the vehicles, no material has so far helped us because the bomb is already kept inside the vehicle when it explode.

SHRI SANTOSH BAGRODIA: Mr. Chairman, Sir, I would like to know from the hon. Minister what the percentage of indigenous parts, which are being used by different manufacturers for manufacturing different models of cars, is and by which time these car models will be made fully indigenous.

SHRI MANOHAR JOSHI: Sir, this question is not directly pertaining to the main question. Still, I would like to reply. Whenever such licences are given, we put a condition. Whenever we allow them to start auto industry in our country, we put a condition that within five years' time they must start using a particular percentage of indigenous spare parts. As a result of it, as a matter of

fact, now we find that indigenous things are being introduced in most of the cars. There are some companies which are not trying to do it and the Government is also very much alert about it. Ultimately, our intention is to see that these cars are totally produced indigenously.

श्री ओंकार सिंह लखावत: सभापति महोदय, यह बहुत गम्भीरं मुद्दा है जिसके बारे में माननीय मंत्री जी ने प्रश्न का उत्तर दिया। इसका कारण यह है कि हमारे यहां जितनी मोटर गाड़ियां बनाने वाली कम्पनियां हैं, वे विदेशों से टेक्नीक ले रही हैं। हम जापान से प्रतियोगिता कर रहे हैं। हम उस देश से प्रतियोगिता कर रहे हैं जिनके यहां की सरफेस ट्रांस्पोर्टेशन की दृष्टि से सड़कें बहुत उन्नत हैं। उनके यहां वन-वे। फोर लेन, सिक्स लेन और दस लेन के रोड बने हैं। हमारे यहां ऐसी सड़कें हैं जिनमें अबोर्शन हो जाता है। हमारे यहां ऐसी सड़कें हैं जहां पर बड़ी गाड़ियां भी ठीक से नहीं चल पाती हैं लेकिन यहां तो हल्की गाड़ियां बन रही हैं। हल्की गाड़ियों के कारण डेथ्स हो रही हैं। यदि गाड़ी की टक्कर हो जाए तो सब के सब मर जाते हैं, बचने के चांसेज़ नहीं होते हैं। मैं मंत्री महोदय से निवेदन करना चाहता हूं कि हिन्दुस्तान की सड़कों को ध्यान में रखते हुए यहां वाहनों का निर्माण करने की अगर सोच नहीं करेंगे तो क्षमा कीजियेगा बाहर से बहुत कुछ ले लीजिये पर यह हिन्दुस्तान तबाह हो रहा है। मेरे यहां जयपुर और अजमेर के बीच 132 किलोमीटर का मार्ग है उसमें 338 डेथ्स हुई हैं केवल छोटी गाड़ियों के एक्सीडेंट्स में, तीन हजार लोग घायल हुए हैं, करीब 350-400 हर तीन महीने में एक्सीडेंट के केसेज़ रजिस्टर्ड हो रहे हैं। मैं माननीय मंत्री जी से जानना चाहता हूं कि क्या मंत्री महोदय हिन्दुस्तान की सड़कों के अनुरूप गाड़ियों का निर्माण करने के लिए कुछ दिशा निर्देश देने की स्थिति में हैं अथवा हमारे यहां केवल जापान, अमरीका से गाड़ियां आती रहेंगी और सड़कें भी वैसी ही रहेंगी?

श्री मनोहर जोशी: सभापति महोदय, यह प्रश्न तो बराबर है। मैं इसके बारे में इतना ही कहूंगा कि दोनों बातों पर ध्यान देना बहुत जरूरी है। हमारे यहां गाड़ियां भी अच्छी बनें और यहां के रोड्ज के लिए जो अनुकूल हो, वैसी गाड़ियां बनाना भी जरूरी है। यह सूचना उनको दी जाती है। लेकिन सभी जगह गाड़ी की जो कीमत होती है, उसको ध्यान में रखते हुए गाड़ी बनाते हैं। इसलिए गाड़ी जितनी मजबूत बनानी चाहियें, उतनी मजबूत नहीं बनती हैं, यह बात सच है। लेकिन जहां तक रास्ते का प्रश्न है, जहां तक मैं जानता हूं प्रधानमंत्री जी ने इस विषय पर ध्यान दिया है और इस देश के रास्ते कैसे अच्छे हों, इसके लिए क्या करना चाहिये, इसके लिए बजट में ज्यादा सुविधा दी गई है। मैं यह सोचता हूं कि कुछ समय के बाद इस समस्या का रास्ता निकल सकेगा।

DR. KARAN SINGH: Mr. Chairman, Sir, recently one has been reading about the possibility of solar-powered vehicles. They have been developed in various parts of the world. India is such a country where we have a lot of sunshine and where, in any case, the fuel problem is very deep and very difficult. Is

there any attempt being made, apart from indigenous material, also to develop solar powered vehicles in our country?

SHRI MANOHAR JOSHI: Sir, the suggestion of using solar power is really a good suggestion. It is being tried first on scooters and three-wheelers. One company has started preparing a mini-car which will run on solar power. It has not yet been started on a large scale.

उत्पादन शुल्क

*248. **श्री गोपाल सिंह जी. सोलंकी:** क्या वाणिज्य और उद्योग मंत्री यह बताने की कृपा करेंगे कि:

(क) वर्ष 1998-1999 तथा 1999-2000 के लिये देश का औद्योगिक उत्पादन लक्ष्य कितना-कितना निर्धारित किया गया;

(ख) क्या वर्ष 1998-99 के दौरान लक्ष्य प्राप्त कर लिया गया है;

(ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(घ) यदि नहीं, तो उसके क्या कारण हैं; और

(ङ) वर्ष 1999-2000 के दौरान लक्ष्य प्राप्त करने हेतु सरकार ने क्या कदम उठाए?

वाणिज्य और उद्योग मंत्री (श्री मुरासोली मारन): (क) औद्योगिक नीति और संवर्धन विभाग द्वारा औद्योगिक विकास दर हेतु वार्षिक लक्ष्य निर्धारित नहीं किये जाते हैं। अलबत्ता, योजना आयोग द्वारा संपूर्ण योजनावधि के लिए निर्देशात्मक लक्ष्य निर्धारित किये जाते हैं। नौवीं योजनावधि के लिए इसके द्वारा 8.2% औद्योगिक विकास दर का लक्ष्य निर्धारित किया गया है।

(ख) से (ङ) चूंकि योजना आयोग द्वारा मात्र 75 चुनिंदा उद्योगों के लिए ही वार्षिक लक्ष्य निर्धारित किये जाते हैं, न कि समग्र औद्योगिक विकास के लिए, अत: (ख) से (ङ) का प्रश्न नहीं उठता।

Production Target

†*248. SHRI GOPALSINH G. SOLANKI: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the production target set for industrial production for the country for the years 1998-99 and 1999-2000;

†Original notice of the question was received in Hindi.